

TERMS.
For year, in advance, \$2.00
For six months, in advance, \$1.00
For three months, in advance, \$0.50
For one month, in advance, \$0.25
For one week, in advance, \$0.10
For one day, in advance, \$0.05
For one hour, in advance, \$0.02
For one minute, in advance, \$0.01

TERMS OF ADVERTISING.
The following prices for advertising have been agreed upon by the publishers of newspapers in this town:
One square, one insertion, \$1.00
One square, three insertions, \$2.00
One square, one month, \$5.00
One square, three months, \$10.00
One square, six months, \$15.00
One square, one year, \$20.00
One-half square, one insertion, \$0.50
One-half square, three insertions, \$1.00
One-half square, one month, \$2.50
One-half square, three months, \$5.00
One-half square, six months, \$7.50
One-half square, one year, \$10.00
One column, one insertion, \$0.25
One column, three insertions, \$0.50
One column, one month, \$1.25
One column, three months, \$3.00
One column, six months, \$4.50
One column, one year, \$6.00
Business cards, 5 lines or less, 1 year, \$1.00
Legal advertisements, per square, 1 year, \$2.00
Legal advertisements, per square, 3 months, \$0.50
Legal advertisements, per square, 1 month, \$0.25
Legal advertisements, per square, 1 week, \$0.10
Legal advertisements, per square, 1 day, \$0.05
Legal advertisements, per square, 1 hour, \$0.02
Legal advertisements, per square, 1 minute, \$0.01

F. & A. M.
Fayette Lodge, No. 297, of Free and Accepted Masons, meets on the first Wednesday evening after the full moon, and when the moon falls on Wednesday, on that evening. Mills Gardner, W. M.; J. E. Robinson, S. W.; J. C. McLean, J. C. McLean, S. D.; H. L. Robinson, J. D.; John Miser, Treas.; B. H. Millikan, Sec'y; L. C. Kearney, Tyler.

R. A. M.
Fayette Chapter Royal Arch Masons, meets on the Wednesday evening before the full moon. Mills Gardner, H. P.; J. E. Robinson, S. W.; J. C. McLean, S. D.; H. L. Robinson, J. D.; John Miser, Treas.; B. H. Millikan, Sec'y; L. C. Kearney, Tyler.

A. O. F.
Temple Lodge, No. 297, meets at Washington every Tuesday evening, at their hall on Court street. G. P. Barnes, W. M.; M. Blanchard, S. W.; J. C. King, Sec'y; L. C. Kearney, P. S.; C. L. Gels, Treas.

I. O. G. T.
Ray of Hope Temple No. 292, meets Monday evening at their hall in Ely's block. W. C. T. Dr. E. C. Hamilton; W. V. T. Miss Lide McLean; W. R. S. Geo. McCandless; W. P. S. David Elliott; W. T. Mrs. J. B. Price; W. M. James T. Gould; W. I. G. Miss Alice Stewart; W. O. G. R. J. Treman.

PROFESSIONAL CARDS.

T. M. GRAY, Attorney at Law, Washington, D. C. Office over J. W. Gasb's dry goods store.

H. B. MAYNARD, Attorney at Law, Washington, D. C. Office on Court street, over Henry Robinson's store.

M. J. WILLIAMS, Attorney at Law, Washington, D. C. Office on Court street, over Jerome's Hardware store in rear of Fayette Co. Bank.

J. P. ROBINSON, Notary Public, Office with County Treasurer.

SPECIAL ATTENTION will be given to the drawing of Bonds, Mortgages, etc., and the collection of Claims.

ACH GREGG, ANDREW R. CREAMER, GREGG & CREAMER, ATTORNEYS AT LAW, Washington, D. C., Ohio.

WILL attend promptly and carefully to all professional business entrusted to their care.

S. F. KEHR, ATTORNEY AT LAW, Would respectfully inform his friends and the public generally that he has removed to the new office on Court street, over Jerome's Hardware store in rear of Fayette Co. Bank.

E. C. HAMILTON, DENTIST, Over Fortwangler's Store, COURT ST., WASHINGTON, OHIO.

Artificial Teeth inserted on Gold and Silver Plate.

Special attention paid to the preservation of the Natural Teeth.

ALL OPERATIONS WARRANTED.

BUSINESS CARDS.

LOOKING-GLASSES.

R. MILLIKAN Has just received from New York the largest and most beautiful assortment of Looking-glasses ever brought to Washington. Price and quality cannot fail to suit.

CONTINENTAL LIFE INSURANCE COMPANY, OF HARTFORD, CONN.

B. E. ORR, Agent, Office with S. M. Horvath, General Agent, 40 South High Street, opposite State House, Columbus, Ohio, P. O. Box 1088.

LOOK HERE!

THE CHEAPEST TRIMMED HATS

IN TOWN, TO BE HAD AT MISS M. WISSELER'S.

As Low as \$1.

PLEASE CALL AND SEE.

FAYETTE COUNTY HERALD.

ESTABLISHED IN 1858

DEVOTED TO POLITICS, GENERAL NEWS AND HOME INTEREST.

TERMS: \$2.00 PER YEAR.

VOL. 13,

WASHINGTON, FAYETTE CO., O., THURSDAY, DEC. 15, 1870.

NO. 4.

THE PRESIDENT'S MESSAGE.

Fellow-Citizens of the Senate and House of Representatives.

A year of peace and general prosperity to the nation has passed since the last assembling of Congress. We have, through a kind Providence, been blessed with abundant crops, and have been spared from complications and war with foreign nations. In our own midst comparative harmony has been restored.

RECONSTRUCTION.

It is to be regretted, however, that a free exercise of the elective franchise has, by violence and intimidation, been denied to citizens in exceptional cases, and that in several of the States lately in rebellion the verdict of the people has been thereby reversed. The States of Virginia, Mississippi and Texas have been restored to representation in our national councils. Georgia, the only State now without representation, may confidently be expected to take her place also, at the beginning of the new year, and then, let us hope, will be completed the work of reconstruction.

THE WAR IN EUROPE.

Soon after the existing war was commenced in Europe, the protection of the United States Minister in Paris, was invoked in favor of the North Germans domiciled in French territory, and instructions were issued to grant the protection. This has been followed by the extension of American protection to citizens of Saxony, Hesse, Saxony-Gotha, Colombia, Portugal and Uruguay, the Dominican Republic, Ecuador, Chili, Paraguay, and Venezuela, in Paris.

The charge was an onerous one, requiring constant and severe labor as well as the exercise of patience, prudence and good judgment. It has been performed to the entire satisfaction of the Government, and, as I am officially informed, equally so to the Government of North Germany.

RECOGNITION OF THE FRENCH REPUBLIC.

As soon as I learned that a Republic had been proclaimed in Paris, and that the people of France had acquiesced in the change, the Minister of the United States was directed by telegraph to recognize it, and tender my congratulations and those of the people of the United States. The re-establishment in France of a system of Government disconnected with the dynamic traditions of Europe, appeared to be a proper subject for the felicitations of Americans. Should the present struggle result in attaching the hearts of the French to our simpler form of representative government, it will be a subject of still further satisfaction to our people. While we make no efforts to impose our institutions upon the inhabitants of other countries, and while we adhere to our traditional neutrality in civil contests elsewhere, we cannot be indifferent to the spread of American political ideas in a great and highly civilized country like France.

We were asked by the new Government to use our good offices jointly with those of European powers, in the interest of peace. The answer was made that the established policies and the true interests of the United States forbade their interference in European questions, jointly with European powers. I ascertained informally and unofficially, that the Government of North Germany was not then disposed to listen to such representation from any powers. Although earnestly wishing, to see the blessings of peace restored to the belligerents, with all of whom the United States are on terms of friendship—I declined, on the part of the Government, to take a step which could only result in injury to our true interests, without advancing the object for which our intervention was invited. Should the time come when the action of the United States can hasten the return of peace by a single hour, that action will be heartily taken.

OUR NEUTRALITY.

I deemed it prudent, in view of the number of persons of German and French birth living in the United States, to issue, soon after official notice of the war had been received from both belligerents, a proclamation defining the duties of the United States as a neutral, and the obligations of persons residing within the territory to observe their laws and the laws of nations. The proclamation was followed by others, as circumstances seemed to demand them. The people, thus acquainted in advance of their duties and obligations, have assisted in preventing the violations of the neutrality of the United States.

THE WAR IN CUBA.

It is not understood that the condition of the Insurrection in Cuba has materially changed since the close of the last session of Congress. In an early stage of the contest the authorities of Spain inaugurated a system of arbitrary ar-

rests, of close confinement, of military trial and execution of persons suspected of complicity with the insurgents, and the summary embargo of their properties and sequestration of their revenues by executive warrant. Such proceedings, as far as they affected the persons or property of citizens of the United States, were in violation of the provisions of the treaty of 1795 between the United States and Spain. Representations of injuries resulting to several persons claiming to be citizens of the United States, by reason of such violations, were made to the Spanish Government, from April, 1869, to June last. The Spanish Minister at Washington has been clothed with a limited power to aid in redressing such wrongs. That power was found to be withdrawn, in view, as it was said, of the favorable situation in which the Island of Cuba then was, which, however, did not lead to the revocation or the suspension of the extraordinary and arbitrary functions exercised by the executive power in Cuba, and we were obliged to make our complaint at Madrid.

ARBITRATION OF CLAIMS AGAINST SPAIN.

In the negotiations thus opened and still pending there, the United States only claimed that for the future the rights secured to their citizens by treaty should be respected in Cuba, and that as to the past, a joint tribunal should be established in the United States, with full jurisdiction over all such claims. Before such an impartial tribunal, each claimant would be required to prove his case. On the other hand, Spain would be at liberty to traverse every material fact, and thus complete victory would be done. A case which at one time threatened seriously to affect the relations between the United States and Spain, has already been disposed of in this way. The claim of the "Lloyd Aspinwall" for the illegal seizure and detention of that vessel was referred to arbitration by mutual consent, and has resulted in an award to the United States for the owners of the same, to the amount of \$19,702.50.

Another and long pending claim of like nature, that of the whaler ship Canada, has been disposed of by friendly arbitration during the present year. It was referred by the joint commission of Brazil and the United States to the decision of Sir Edward Thornton, Her Britannic Majesty's Minister to Washington, who kindly undertook the laborious task of examining the voluminous mass of correspondence and testimony submitted by the Governments, and awarded to the United States the amount of \$100,740.09 in gold, which has since been paid by the Imperial Government.

THE SPANISH AMERICAN PEACE CONFERENCE.

The long deferred Peace Conference between Spain and the allied South American Republics, has been inaugurated in Washington, under the auspices of the United States. Pursuant to the recommendations contained in a resolution of the House of Representatives of the 17th of Dec. 1868, the Executive Department of the Government offered its friendly offices for the promotion of peace and harmony between Spain and the allied Republics. Hesitations and obstacles occurred to the acceptance of the offer. Ultimately, however, a conference was arranged, and was opened in this city on the 29th of October last at which I authorized the Secretary of State to preside. It was attended by the Ministers of Spain, Peru, Chili and Ecuador. In consequence of the absence of a representative from Bolivia, the conference was adjourned until the attendance of a plenipotentiary from that Republic could be secured, or other measures could be adopted toward compassing its object.

The allied and other Republics of Spanish origin on this continent may see in this fact a new evidence of our sincere interest in their welfare; our desire to see them blessed with good Governments capable of maintaining order and preserving their respective territorial integrity, and of our sincere wish to extend our own commercial and social relations with them. The time is now probably not far distant, when in the natural course of events the European political connection with this continent will cease. Our policy should be shaped in view of this probability, so as to ally the commercial interests of the Spanish American States more closely to our own, and thus give the United States all the pre-eminence, and all the advantages which Messrs. Monroe, Adams and Clay contemplated at the time they proposed joining the Congress of Panama.

During the last session of Congress, a treaty for the annexation of the Republic of San Domingo to the United States, failed to receive the requisite two-thirds vote of the Senate. I was thoroughly convinced then that the best interests of the country, commercially and materially, demanded its ratification. Time has only confirmed me in this view. I now firmly believe that the moment it is known that the United States have entirely abandoned the project of accepting as a part of its territory, the Island of San Domingo, the establishment of a free port will be negotiated by European nations, in the Bay of Samana, and a large commercial city will spring up, to which we will be tributary without corresponding benefits. The national folly of our rejection is apparent. The Government of San Domingo has voluntarily sought this annexation. It is a weak power, numbering probably less than one hundred and twenty thousand souls, and yet possessing one of the richest territories under the sun, capable of supporting a population of ten millions of people in luxury. The people of San Domingo are not capable of maintaining themselves in their present condition, and must look for outside support. They yearn for the protection of our institutions; our progress, and our civilization. Shall we refuse them?

The acquisition of San Domingo is desirable because of its geographical position. It commands the entrance of the Caribbean sea, and the isthmus transit of commerce. It possesses the richest soil, the best and most capacious harbors, and most salubrious climate, and the most valuable products of the forest, mine and soil, of any of the West India Islands. Its possession by the United States will, in a few years, build up a coastwise commerce of immense magnitude, which will go far towards restoring to our merchant marines. It will give us those articles which we consider of great value, and do not produce; thus equalizing our exports and imports. In case of foreign war it will give us command of all the West India Islands, and thus prevent an enemy from again possessing himself of a rendezvous upon our coast. At present, our coast trade between the States bordering upon the Atlantic and those bordering on the Gulf of Mexico is by the Bahamas and Antilles. Twice we must as it were, pass through foreign countries to get by sea from Florida to the east coast of Florida. San Domingo with a stable Government, under which her immense resources can be developed, will give remunerative wages to tens of thousands of laborers not now upon the island. This labor will take advantage of every available means of transportation to abandon the adjacent islands and seek the blessings of freedom and its sequence, each inhabitant receiving the rewards of his own labor. Porto Rico and Cuba will have to abolish slavery as a measure of self-preservation to retain their laborers. San Domingo will become a large consumer of the products of North America, and manufacturers. The cheap rate at which her citizens can be furnished with food, will make it necessary that contiguous islands should have the same advantages, in order to compete in the production of sugar, coffee, tobacco, tropical fruits, &c. This will open to us a wider market for our products. The production in San Domingo, chiefly of these articles, will cut off more than one hundred millions of our annual imports, besides increasing our exports.

With such a picture it is easy to see how our large debt abroad is ultimately to be extinguished. With a balance of trade against us, including interest on bonds held by foreigners, and the money shipped to foreign lands, equal to the entire yield of precious metals in this country, it is not so easy to see how this result is to be otherwise accomplished. The acquisition of San Domingo is an adhesion to the Monroe doctrine; it is a measure of national protection; it is an assertion of our just claim to a controlling influence over the great commercial traffic soon to flow from west to east by way of the Isthmus of Darien; it is to build up our former merchant marine; it is to furnish a new market for the products of our farms; shops and manufactures; it is to make slavery unsupportable in Cuba and Porto Rico at once, and ultimately so in Brazil; it is to settle the unhappy condition of Cuba, and end the exterminating conflict; it is to provide honest means of paying our honest debts, without overtaxing the people; it is to furnish our citizens with the necessities of every-

day life at cheaper rates than ever before; and it is, in fine a rapid stride towards that greatness which the intelligence, industry and enterprise of the citizens of the United States entitles this country to assume among nations.

In view of the importance of this question, I earnestly urge upon Congress an early expression of its views as to the best means of acquiring San Domingo. My suggestion is that by joint resolution of the two Houses of Congress, the Executive be authorized to appoint a commission to negotiate for a treaty with the authorities of San Domingo, for the acquisition of that Island, and that an appropriation be made to defray the expense of such commission. The question may then be determined by the action of the two Houses of Congress upon a resolution of annexation, as in the case of Texas.

So convinced am I of the advantages to follow from the acquisition of San Domingo, and of the great disadvantages—I might almost say calamities—to flow from non-acquisition, that I believe the subject has only to be investigated, to be approved.

OUR RELATIONS WITH MEXICO.

It is to be regretted that our representations in regard to the injuries effects, especially upon the revenues of the United States, of the policy of the Mexican Government in exempting from import duties a large tract of its territories on our borders, have not only been fruitless, but that it is even proposed in that country to extend the limits within which the privilege adverted to has hitherto been enjoyed.

THE FISHERY QUESTION.

The course pursued by the Canadian authorities towards the fishermen of the United States during the past season has not been marked by a friendly feeling. By the first article of the convention of 1818, between Great Britain and the United States, it was agreed that the inhabitants of the United States should have forever, in common with British subjects, the right of taking fish in certain waters therein defined. In the waters not included in the limits by the Convention of 1818, it has been the custom for many years to give to trading fishermen of the United States a reasonable warning of the violation of the technical rights of Great Britain. The Imperial Government is understood to have delegated the whole, or a share of its jurisdiction or control of these fisheries to the colonial authorities known as the "Dominion of Canada," and this semi-independent but irresponsible agent has exercised its delegated powers in an unfriendly way.

Vessels have been seized without notice or warning, in violation of the custom previously prevailing, and have been taken into the colonial ports, their voyages broken up and the vessels condemned. There is reason to believe that this unfriendly and vexatious treatment was designed to bear harshly upon the hardy fishermen of the United States, with a view to political effect upon this Government. The statutes of the Dominion of Canada assume still broader and more untenable jurisdiction over the vessels of the United States. They authorize the officers or other persons to bring vessels hovering within three marine miles of any of the coasts, bays, creeks or harbors of Canada into port, to search the cargo and examine the master on oath, touching the cargo and voyage, and to inflict upon him heavy pecuniary penalty if true answers are not given, and if such a vessel is found preparing to fish within three marine miles of any such coast, bays, creeks or harbors, without a license, or after the expiration of the period named in the license, the vessel and its crew are liable to be seized and detained.

In 1856 the Crimean war was closed by treaty which provided for the free navigation of the river Danube. In 1858 Bolivia by treaty, declared that it regarded the rivers Amazon and La Plata, in accordance with fixed principles of national law, highways or channels opened by nature for the commerce of

last license granted to it, they provided that the vessel, with her tackle, etc., shall be forfeited. It is not known that any condemnations have been made under this statute. Should the authorities of Canada attempt to enforce it, it will become my duty to take such steps as may be necessary to protect the rights of the citizens of the United States. It has been claimed by her Majesty's officers that the fishing vessels of the United States have no right to enter the open ports of the British possessions in North America, except for the purpose of shelter and repairing damages; and of purchasing wood and obtaining water; that they have no right to enter at the British custom houses, or to trade except in the purchase of wood and water, and that they must depart within twenty-four hours after notice to leave.

It is not known that any seizure of a fishing vessel carrying the flag of the United States has been made under this claim. So far as the claim is founded on any alleged construction of the Convention of 1818, it cannot be acquiesced in by the United States. It is hoped that it will not be insisted upon by her Majesty's Government.

During the conference which preceded the negotiation of the convention of 1818, the British Commissioners proposed to expressly exclude the fishermen of the United States from the privilege of carrying on trade with any of his Britannic Majesty's subjects, residing within the limits assigned for their use, and also that it should not be lawful for the vessels of the United States engaged in such fishing to have on board any goods, wares or merchandise whatever, except such as may be necessary for the prosecution of their voyages to and from said fishing grounds; and any vessel of the United States which shall contravene this regulation may be seized, condemned and confiscated, with its cargo. This proposition, which is identical with the language of the Convention, was emphatically rejected by the American Commissioners, and thereupon was abandoned by the British Plenipotentiaries, and article one as it stands in the Convention was substituted. If, however, it be said that this claim is founded on provincial or colonial statutes, and not upon the Convention, this Government cannot but regard them as unfriendly and in contravention of the faithful execution of the Convention, for which the Imperial Government is alone responsible.

Anticipating that an attempt may possibly be made by the Canadian authorities in the coming season to repeat these unfriendly acts toward our fishermen, I recommend you to confer upon the Executive the power to suspend by proclamation, the operations of the laws authorizing the transit of goods, wares and merchandise in bond, or access to the territory of the United States from Canada; and further, should such an extreme measure become necessary, to suspend the operations of any laws whereby the vessels of the Dominion of Canada are permitted to enter the waters of the United States.

A like unfriendly disposition has been manifested on the part of Canada, in the maintenance of the claim of a right to exclude the citizens of the United States from the navigation of the St. Lawrence. This river constitutes a natural outlet to the ocean for States of the Union with an aggregate population of about 17,000,000 inhabitants, and with an aggregate tonnage of 661,367 tons upon the waters which discharge into it. The foreign commerce of our ports on these waters is open to British competition, and the major part of it is done in British bottoms. If the American seamen be excluded from this natural avenue of the ocean, the monopoly of the direct commerce of the lake ports with the Atlantic would be in foreign hands, their vessels on trans-Atlantic voyages, having an access to our lake ports which would be denied to American vessels on similar voyages. To state such a proposition is to reticulate its justice.

During the administration of John Quincy Adams, Mr. Clay unquestionably demonstrated the national right of the citizens of the United States to the navigation of this river, claiming that the act of the Congress of Vienna in opening the Rhine and other rivers to all nations, showed the judgment of European Jurists and Statesmen, that the inhabitants of a country through which a navigable river passes, have a natural right to enjoy the navigation of that river to and into the sea, even though passing through the territory of another power.

This right does not exclude the equal right of the sovereign power possessing the territory through which the river debouches into the sea, to make such regulations relative to the policy of navigation as may be reasonably necessary; but those regulations should be framed in a spirit of equity, and should not impose needless burdens upon the commerce which has the right of transit. It has been found in practice more advantageous to arrange these regulations by mutual agreement. The United States are ready to make any arrangement as to the police of the St. Lawrence, which may be suggested by Great Britain. If the claim by Mr. Clay was just, when the population of States bordering on the shores of the lakes was only 3,400,000 it now derives greater force and equity from the increased population, wealth, production and tonnage of the States on the Canadian frontier. Since Mr. Clay advanced his argument in behalf of our right, the principle for which he contended has been frequently and by various nations recognized by law, and by treaty has been extended to several great rivers. By the treaty concluded at Mayence, in 1811, the Rhine was declared free from the point where it is first navigable into the sea. By the Convention between Spain and Portugal, concluded in 1835, the navigation of the Douro all nations. In 1859 the Paraguay was made free by treaty, and in December, 1866, the Emperor of Brazil, by Imperial decree, declared the Amazon to be open to the frontier of Brazil, to the merchant ships of all nations.

The greatest living British authority on the subject, while asserting the abstract right of the British claim, says it seems difficult to deny that Great Britain may ground her refusal upon strict law, but it is equally difficult to deny first, that in so doing she exercises hardly an extreme and hard law; secondly, that her conduct with respect to the navigation of the St. Lawrence is in glaring and irreconcilable inconsistency with her conduct in respect to the navigation of the Mississippi. Claiming that she possessed a small dominion in which the Mississippi took its rise, she insisted on this right to navigate the entire volume of its waters. On this ground that she possessed the banks of the St. Lawrence where it debouches into the sea, she denies to the United States the right of navigation, though about half of the waters of lakes Ontario, Erie, Huron, and Superior and the whole of lake Michigan, through which the river flows, are the property of the United States.

The whole nation is interested in securing cheap transportation from the agricultural States of the West to the Atlantic seaboard. To the citizens of those States it secures a greater return for their labor; to the inhabitants of the seaboard it offers cheaper food; and to the nation an increase in the annual surplus of wealth. It is hoped that the Government of Great Britain will see the justice of abandoning the narrow and inconsistent claims to which her Canadian Provinces have urged her adherence.

OUR DEPRESSED COMMERCE.
Our depressed commerce is a subject to which I again call your special attention. At the last session, I suggested that we will in the future have to look more to the countries south of us, and to China and Japan for its revival. Our representatives to all these Governments have exerted their influence to encourage trade between United States and the countries to which they are accredited, but the fact exists that the carrying is done almost entirely in foreign bottoms, and while this state of affairs exists, we cannot control our due share of the commerce of the world.

That between the Pacific States and China and Japan is about all the carrying trade now conducted in American steamers; one that will insure its success and even increased usefulness. The cost of building iron vessels, the only ones that can compete with foreign ships in the carrying trade, is so much greater in the United States than in foreign countries, that without some assistance from the Government they cannot successfully be built here. There will be several propositions laid before Congress in the course of the present session, looking to a remedy for this evil. Even if it should be at some cost to the National Treasury, I hope such encouragement will be given as will secure American ship building at home.

THE GOVERNMENT ARCHIVES.
The condition of the archives at the Department of State calls for the early action of Congress. The building now rented by that Department is a frail structure, at an inconvenient distance from the Executive mansion and from the other Departments. It is ill adapted to the purpose for which it is used, has not capacity to accommodate the archives, and is not fire proof. Its remote situation, its slender construction, and the absence of a supply of water in the safety for either the building or its contents in case of the accident of a fire. Its destruction would involve the loss of the rolls containing the original acts and resolutions of Congress, of the historical records of the revolution, and of the confederation; of the whole series of diplomatic and consular archives since the adoption of the Constitution, and of the many other valuable records and papers left with that Department when it was the principal depository of the Government archives. I recommend an appropriation for the construction of a building for the Department of State.

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During the conference which preceded the negotiation of the convention of 1818, the British Commissioners proposed to expressly exclude the fishermen of the United States from the privilege of carrying on trade with any of his Britannic Majesty's subjects, residing within the limits assigned for their use, and also that it should not be lawful for the vessels of the United States engaged in such fishing to have on board any goods, wares or merchandise whatever, except such as may be necessary for the prosecution of their voyages to and from said fishing grounds; and any vessel of the United States which shall contravene this regulation may be seized, condemned and confiscated, with its cargo. This proposition, which is identical with the language of the Convention, was emphatically rejected by the American Commissioners, and thereupon was abandoned by the British Plenipotentiaries, and article one as it stands in the Convention was substituted. If, however, it be said that this claim is founded on provincial or colonial statutes, and not upon the Convention, this Government cannot but regard them as unfriendly and in contravention of the faithful execution of the Convention, for which the Imperial Government is alone responsible.

Anticipating that an attempt may possibly be made by the Canadian authorities in the coming season to repeat these unfriendly acts toward our fishermen, I recommend you to confer upon the Executive the power to suspend by proclamation, the operations of the laws authorizing the transit of goods, wares and merchandise in bond, or access to the territory of the United States from Canada; and further, should such an extreme measure become necessary, to suspend the operations of any laws whereby the vessels of the Dominion of Canada are permitted to enter the waters of the United States.

A like unfriendly disposition has been manifested on the part of Canada, in the maintenance of the claim of a right to exclude the citizens of the United States from the navigation of the St. Lawrence. This river constitutes a natural outlet to the ocean for States of the Union with an aggregate population of about 17,000,000 inhabitants, and with an aggregate tonnage of 661,367 tons upon the waters which discharge into it. The foreign commerce of our ports on these waters is open to British competition, and the major part of it is done in British bottoms. If the American seamen be excluded from this natural avenue of the ocean, the monopoly of the direct commerce of the lake ports with the Atlantic would be in foreign hands, their vessels on trans-Atlantic voyages, having an access to our lake ports which would be denied to American vessels on similar voyages. To state such a proposition is to reticulate its justice.

During the administration of John Quincy Adams, Mr. Clay unquestionably demonstrated the national right of the citizens of the United States to the navigation of this river, claiming that the act of the Congress of Vienna in opening the Rhine and other rivers to all nations, showed the judgment of European Jurists and Statesmen, that the inhabitants of a country through which a navigable river passes, have a natural right to enjoy the navigation of that river to and into the sea, even though passing through the territory of another power.

This right does not exclude the equal right of the sovereign power possessing the territory through which the river debouches into the sea, to make such regulations relative to the policy of navigation as may be reasonably necessary; but those regulations should be framed in a spirit of equity, and should not impose needless burdens upon the commerce which has the right of transit. It has been found in practice more advantageous to arrange these regulations by mutual agreement. The United States are ready to make any arrangement as to the police of the St. Lawrence, which may be suggested by Great Britain. If the claim by Mr. Clay was just, when the population of States bordering on the shores of the lakes was only 3,400,000 it now derives greater force and equity from the increased population, wealth, production and tonnage of the States on the Canadian frontier. Since Mr. Clay advanced his argument in behalf of our right, the principle for which he contended has been frequently and by various nations recognized by law, and by treaty has been extended to several great rivers. By the treaty concluded at Mayence, in 1811, the Rhine was declared free from the point where it is first navigable into the sea. By the Convention between Spain and Portugal, concluded in 1835, the navigation of the Douro all nations. In 1859 the Paraguay was made free by treaty, and in December, 1866, the Emperor of Brazil, by Imperial decree, declared the Amazon to be open to the frontier of Brazil, to the merchant ships of all nations.

The greatest living British authority on the subject, while asserting the abstract right of the British claim, says it seems difficult to deny that Great Britain may ground her refusal upon strict law, but it is equally difficult to deny first, that in so doing she exercises hardly an extreme and hard law; secondly, that her conduct with respect to the navigation of the St. Lawrence is in glaring and irreconcilable inconsistency with her conduct in respect to the navigation of the Mississippi. Claiming that she possessed a small dominion in which the Mississippi took its rise, she insisted on this right to navigate the entire volume of its waters. On this ground that she possessed the banks of the St. Lawrence where it debouches into the sea, she denies to the United States the right of navigation, though about half of the waters of lakes Ontario, Erie, Huron, and Superior and the whole of lake Michigan, through which the river flows, are the property of the United States.

The whole nation is interested in securing cheap transportation from the agricultural States of the West to the Atlantic seaboard. To the citizens of those States it secures a greater return for their labor; to the inhabitants of the seaboard it offers cheaper food; and to the nation an increase in the annual surplus of wealth. It is hoped that the Government of Great Britain will see the justice of abandoning the narrow and inconsistent claims to which her Canadian Provinces have urged her adherence.

OUR DEPRESSED COMMERCE.
Our depressed commerce is a subject to which I again call your special attention. At the last session, I suggested that we will in the future have to look more to the countries south of us, and to China and Japan for its revival. Our representatives to all these Governments have exerted their influence to encourage trade between United States and the countries to which they are accredited, but the fact exists that the carrying is done almost entirely in foreign bottoms, and while this state of affairs exists, we cannot control our due share of the commerce of the world.

That between the Pacific States and China and Japan is about all the carrying trade now conducted in American steamers; one that will insure its success and even increased usefulness. The cost of building iron vessels, the only ones that can compete with foreign ships in the carrying trade, is so much greater in the United States than in foreign countries, that without some assistance from the Government they cannot successfully be built here. There will be several propositions laid before Congress in the course of the present session, looking to a remedy for this evil. Even if it should be at some cost to the National Treasury, I hope such encouragement will be given as will secure American ship building at home.

THE GOVERNMENT ARCHIVES.
The condition of the archives at the Department of State calls for the early action of Congress. The building now rented by that Department is a frail structure, at an inconvenient distance from the Executive mansion and from the other Departments. It is ill adapted to the purpose for which it is used, has not capacity to accommodate the archives, and is not fire proof. Its remote situation, its slender construction, and the absence of a supply of water in the safety for either the building or its contents in case of the accident of a fire. Its destruction would involve the loss of the rolls containing the